STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
BATON ROUGE, LOUISIANA

COOPERATIVE AGREEMENT INFORMATION SHEET FOR FURNISHING STEEL TRAFFIC SIGNAL POLES MAST ARM TYPE

Contractor: **JEM ENGINEERING & MFG. CO., INC.**
908 WEST 41ST STREET
TULSA, OK 74107
(918)446-4517

Date Bid Opened: JUNE 15, 2006
Date Awarded: JUNE 23, 2006
Purchase Order
Contract Award No.: 180070
Contract Period: JUNE 23, 2006 – JUNE 22, 2007

Vendor Number Is: **731131885**

Cooperative Agreement Contract
YES: XXXXX NO:

Delivery Points: FOR DOTD:
TRAFFIC OPERATIONS
7686 TOM DRIVE
BATON ROUGE, LA 70806
FOR OTHER PUBLIC ENTITIES:
STATEWIDE

Terms: NET 60 FROM INVOICE DATE

Delivery: 60 DAYS ARO

F.O.B. DESTINATION

DOTD STOCK NUMBER	DESCRIPTION	BRAND	UNIT PRICE
	POLE, STEEL, TRAFFIC SIGNAL, MAST ARM TYPE, W/TRANSFORMER BASE, TCS NO. 8		
14-12-1718	45 FT. SPAN, MOUNTING HEIGHT 20 FT.	JIC 45	$4,472.00
14-12-1720	50 FT. SPAN, MOUNTING HEIGHT 20 FT.	JIC 50	$5,060.00

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

KATHLEEN BABINEAUX BLANCO
GOVERNOR

(225) 379-1444 Fax: (225) 379-1862

JOHNNY B. BRADBERRY
SECRETARY

June 30, 2006

JEM Engineering & Manufacturing Co., Inc.
Attention: Jams L. Janosky
908 West 41ST Street
Tulsa, OK 74107

SUBJECT: Contract No. 201747
For Furnishing Steel Mast Arm Traffic Signal Poles

Gentlemen:

The Department of Transportation and Development is now establishing contracts with a cooperative agreement clause which, if the vendor is agreeable, allows other state agencies and public entities to "piggy back" off our contracts. We have also received a legal opinion that a cooperative agreement clause can be added to current contracts since it does not change any of the terms and conditions of the current contract.

Please review the attached addendum and signify your decision to accept or to reject the attached cooperative agreement clause by signing below and returning this letter to the Department of Transportation and Development by July 10, 2006. Your decision to accept or reject this addendum will have no effect on your contract with the Department. Awards will continue to be made to the lowest bidder meeting specifications and a decision to reject the cooperative agreement clause will have no bearing on the contract award.

If you have any questions concerning the above or wish to discuss further, please contact Pam Parker at (225) 379-1441.

Very truly yours,

Dana D. Watlington

Dana D. Watlington
DOTD PROCUREMENT DIRECTOR

I hereby accept the option to add the cooperative agreement clause to the contract referenced above.

JEM Engineering & Manufacturing Co., Inc.
BY: _____

I hereby reject the option to add the cooperative agreement clause to the contract referenced above

JEM Engineering & Manufacturing Co., Inc.
BY: _____

COOPERATIVE PURCHASE AGREEMENT

State Agencies, Political Subdivisions of the State and Quasi State Agencies may be permitted to purchase from contracts made by the Department of Transportation and Development's Procurement Section.

The Bidder may, at his option, amend this bid so that any contract awarded will apply to other State agencies, Political Subdivisions or Quasi Agencies.

Bidder hereby amends his bid so that any contract awarded will apply to other State Agencies, Quasi State Agencies or other Political Subdivisions of the State.

Yes X No_____

Failure to mark "no" on the above will constitute acceptance of this cooperative purchase agreement to other State Agencies, Political Subdivisions of the State and Quasi State Agencies.

ORDERS: Other State Agencies are to issue contract release orders/purchase orders for the items required, as and when needed.

Political subdivisions of the State and Quasi Agencies who have been authorized by the Office of State Purchasing to purchase from contracts made by the Department of Transportation and Development are to issue their regular purchase orders directly to the Contractor, making reference to the Contract Number, Item Number (if applicable) and Contract Expiration Date.

CONTRACT ADMINISTRATION: The Department of Transportation and Development will not monitor, administer or resolve any discrepancies, controversies, invoicing or payments related to this contract on orders placed by other State Agencies, Political Subdivisions or Quasi Agencies.

Controversies between the Department of Transportation and Development and a Contractor will be resolved by the DOTD Procurement Director.

Controversies between other State Agencies and a Contractor will be resolved by the Director of State Purchasing in accordance with R.S. 39:1673.

It will be the responsibility of the ordering entity to correspond directly with the Contractor.

DELIVERY: Vendors accepting the Cooperative Purchase Agreement understand and agree that deliveries to other State Agencies, Political Subdivisions or Quasi Agencies will be on a statewide basis.

TRAFFIC CONTROL STANDARD NO. 8
MAST ARM AND TWIN MAST ARM STEEL POLES
REVISED April 19, 2005

The poles, including transformer base, shall be approximately 16’ to 17’ high. The height of the arm(s) at the tip shall be a minimum 20’/ maximum 21’ to the bottom of the transformer base after the deflection from the loaded weight of the arm. The length of the arm(s) will be specified on order. Mast arm shall slip fit to shaft. See **Figure 1** for more mast arm specifications.

A hand hole shall be provided at the union of the arm and pole shaft to provide access into wire way. Bosses in the mast arm shall be 1-½” rigid conduit thread and set at 45° from the horizontal (downward rotation at center of boss, 0° toward arm tip). Bosses shall be located at a horizontal distance of 10' apart, with the first located 16" from the tip of arm. The number of bosses required is listed in the following table:

ARM LENGTH	NO. BOSSES	SHAFT DIAMETER (MAX)	SHAFT BASE PLATE BOLT CIRCLE (MAX)
10' - 20'	2	10"	14-1/2"
25' - 30'	3	12"	15"
35' - 50'	4	13"	16"

Bosses shall have galvanized plugs installed to full-thread depth prior to shipment from the manufacturer. These plugs shall be 1-½” rigid conduit thread.

A hanger plate and horizontal boss shall be at the tip of the arm. The arm shall have an upsweep design. The traffic support pole shall be designed to be simultaneously loaded, at each boss, with a signal head. Each signal head shall have a designed weight of 100 pounds, have a projected area of 11 square feet, and be subject to a sustained wind velocity of **V** = 100 MPH. The design shall meet the requirements of the latest edition of AASHTO Standard Specification for Structural Supports for Highway Signs, Luminaries, and Traffic Signals.

The pole shaft base is to have an approximate diameter as listed above and shall be bolt coupled to the transformer base utilizing four (4) 1-½” x 6NC threaded bolts conforming to the specifications as shown in **Figure 2**. Pole shaft shall have a 1” and a 3” boss centered on a horizontal line 6” from the base. When facing the bosses, the 1” boss shall be a maximum of 35˚ to the right of the 3” boss.

The transformer base to be approximately 20" high and rotate 360˚. The top of the transformer base is to have four (4) slots approximately 1-½” X 2-½” in size for bolting the pole to transformer base.

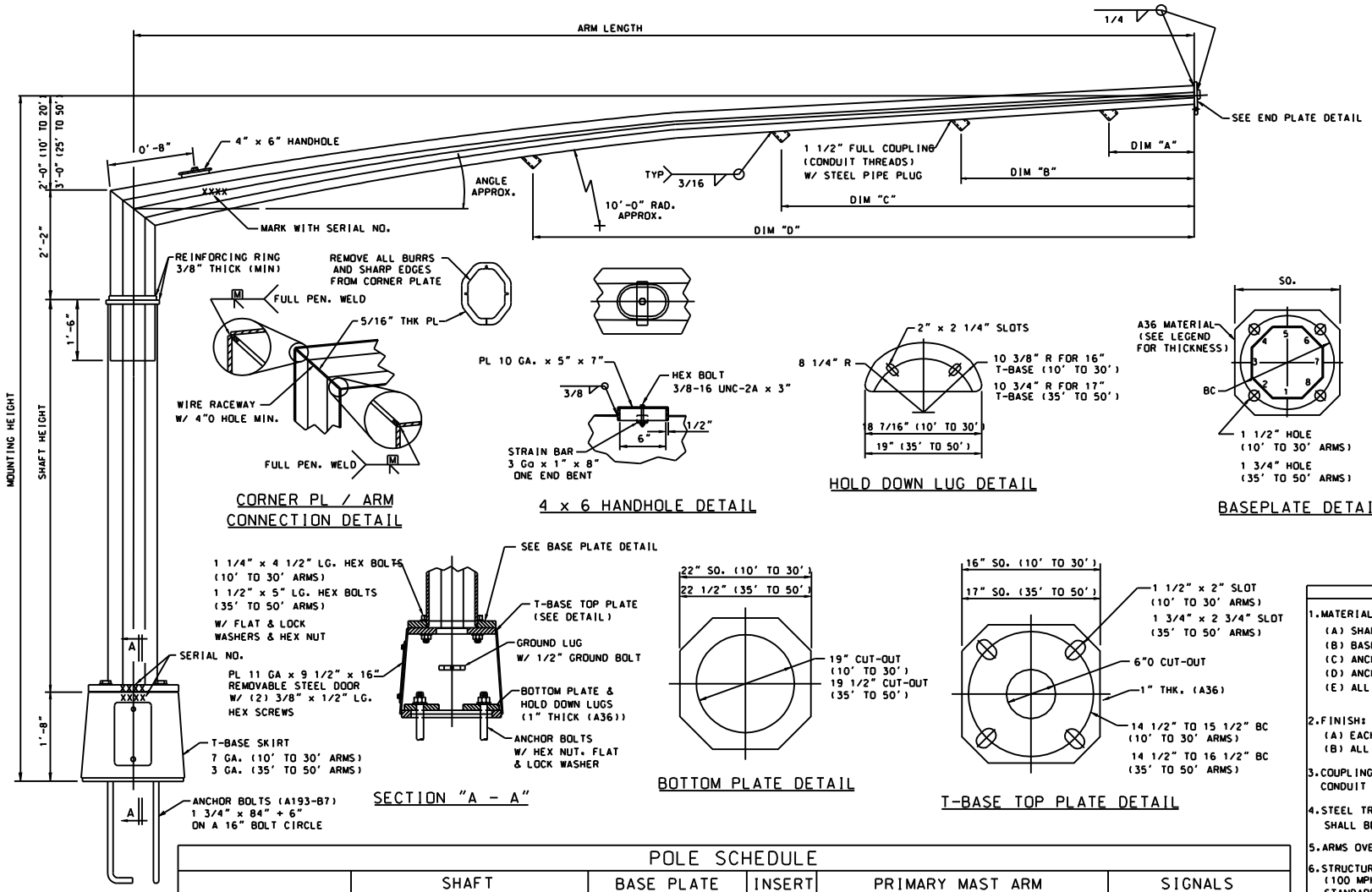
A removable panel shall be provided on the side of the transformer base for access into base. A ½" 13NC threaded grounding nut shall be provided on the sidewall to the left of the panel. A grounding lug shall also be provided with each pole (Fargo GC202 or approved equal). The bottom of the transformer base shall be designed to fit a 16" diameter bolt pattern utilizing four (4) 1-¾" 5NC threaded bolts supplied with each pole. These bolts shall conform to the specifications as shown in **Figure 3**.

The pole shaft and mast arm(s) shall have a suitable wire way throughout their length.

The pole shaft, mast arm(s), and transformer base shall have the manufacturer's name including the primary mast arm length and clamp-on mast arm length respectively. (Example LADOTD 30/20).

All pole hardware shall be packaged together on a per pole basis.

All material shall conform to applicable subsections of Section 1013 in the Louisiana Standards Specifications For Roads and Bridges. The vendor shall follow the instructions directed to the contractor. An additional anchor bolt shall be provided for testing each source of raw material used to make the anchor bolts.



CORNER PL / ARM CONNECTION DETAIL

4 x 6 HANDHOLE DETAIL

HOLD DOWN LUG DETAIL

BASEPLATE DETAIL

END PLATE DETAIL

SLIP DETAIL

FOR ARMS OVER 40'-0" ONLY.

SECTION "A - A"

BOTTOM PLATE DETAIL

T-BASE TOP PLATE DETAIL

POLE SCHEDULE

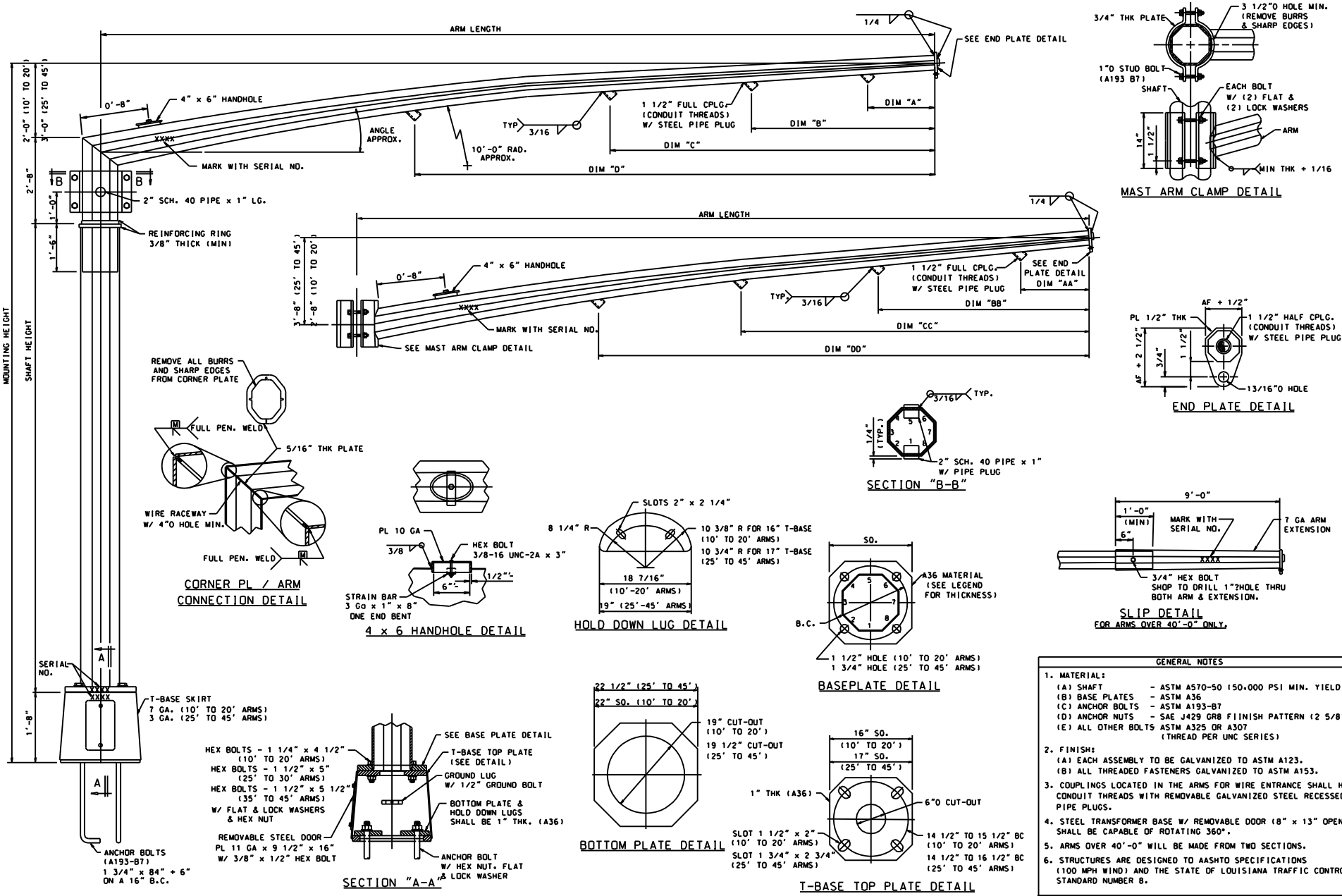
STOCK NO.	SHAFT					BASE PLATE			INSERT	PRIMARY MAST ARM						SIGNALS			
	MOUNTING HEIGHT	SHAFT HEIGHT	AF BASE	AF TOP	THICK	THICK	SQUARE	B.C.	THICK	ARM LENGTH	AF BASE	AF END	THICK	SECTION LENGTH	ANGLE APPROX.	DIM "A"	DIM "B"	DIM "C"	DIM "D"
	20'-0"	14'-2"	7.00"	7.00"	7 GA	1.25"	16.00"	14.50"	7 GA	10'-0"	6.500"	4.000"	7 GA	10'-0"	21.80°	1'-4"	--	--	--
	20'-0"	14'-2"	8.00"	8.00"	7 GA	1.25"	16.00"	14.50"	7 GA	15'-0"	7.500"	4.000"	7 GA	15'-0"	15.00°	1'-4"	11'-4"	--	--
14-12-1265	20'-0"	14'-2"	9.00"	9.00"	7 GA	1.25"	16.00"	14.50"	7 GA	20'-0"	8.500"	4.000"	7 GA	20'-0"	11.30°	1'-4"	11'-4"	--	--
14-12-1661	21'-0"	14'-2"	11.00"	11.00"	7 GA	1.25"	16.00"	15.00"	7 GA	25'-0"	10.375"	4.000"	7 GA	25'-0"	13.50°	1'-4"	11'-4"	21'-4"	--
14-12-1707	21'-0"	14'-2"	10.50"	10.50"	3 GA	1.25"	16.00"	15.00"	7 GA	30'-0"	9.750"	4.000"	7 GA	30'-0"	11.30°	1'-4"	11'-4"	21'-4"	--
14-12-1712	21'-0"	14'-2"	12.00"	12.00"	3 GA	1.50"	17.00"	16.00"	3 GA	35'-0"	11.250"	4.000"	7 GA	35'-0"	9.75°	1'-4"	11'-4"	21'-4"	31'-4"
14-12-1715	21'-0"	14'-2"	11.50"	11.50"	0 GA	1.50"	17.00"	16.00"	0 GA	40'-0"	10.625"	4.500"	3 GA	40'-0"	8.50°	1'-4"	11'-4"	21'-4"	31'-4"
14-12-1718	21'-0"	14'-2"	12.50"	12.50"	0 GA	1.50"	17.00"	16.50"	0 GA	45'-0"	11.625"	4.958"	3 GA	37'-0"	7.50°	1'-4"	11'-4"	21'-4"	31'-4"
											5.622"	4.000"	7 GA	9'-0"					
14-12-1720	21'-0"	14'-2"	12.00"	12.00"	.375	1.75"	17.00"	16.00"	0 GA	50'-0"	11.000"	6.543"	0 GA	32'-0"	7.00°	1'-4"	11'-4"	21'-4"	31'-4"
											7.286"	4.500"	3 GA	20'-0"					

GENERAL NOTES

1. MATERIAL:
   - (A) SHAFT - ASTM A570-50 (50,000 PSI MIN. YIELD)
   - (B) BASE PLATES - ASTM A36
   - (C) ANCHOR BOLTS - ASTM A193-B7
   - (D) ANCHOR NUTS - SAE J429 GR8 FINISH PATTERN (2⅝"AF)
   - (E) ALL OTHER BOLTS - ASTM A325 OR A307 (THREAD PER UNC SERIES)
2. FINISH:
   - (A) EACH ASSEMBLY TO BE GALVANIZED TO ASTM A123.
   - (B) ALL THREADED FASTENERS GALVANIZED TO ASTM A153.
3. COUPLINGS LOCATED IN THE ARMS FOR WIRE ENTRANCE SHALL HAVE CONDUIT THREADS REMOVABLE GALV. STEEL RECESSED PIPE PLUGS.
4. STEEL TRANSFORMER BASE W/ REMOVABLE DOOR (8"x13" OPENING) SHALL BE CAPABLE OF ROTATING 360°.
5. ARMS OVER 40'-0" WILL BE MADE FROM TWO SECTIONS.
6. STRUCTURES ARE DESIGNED TO AASHTO SPECIFICATIONS (100 MPH WIND) AND THE STATE OF LOUISANA TRAFFIC CONTROL STANDARD NUMBER 8.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TRAFFIC CONTROL STANDARD NO. 8
SINGLE MAST ARM FIGURE 1
REVISED 4/19/05

DATE PLOTTED 11:4C



GENERAL NOTES

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   (C) ANCHOR BOLTS - ASTM A193-B7
   (D) ANCHOR NUTS - SAE J429 GR8 FINISH PATTERN (2 5/8" AF)
   (E) ALL OTHER BOLTS ASTM A325 OR A307 (THREAD PER UNC SERIES)
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   (B) ALL THREADED FASTENERS GALVANIZED TO ASTM A153.
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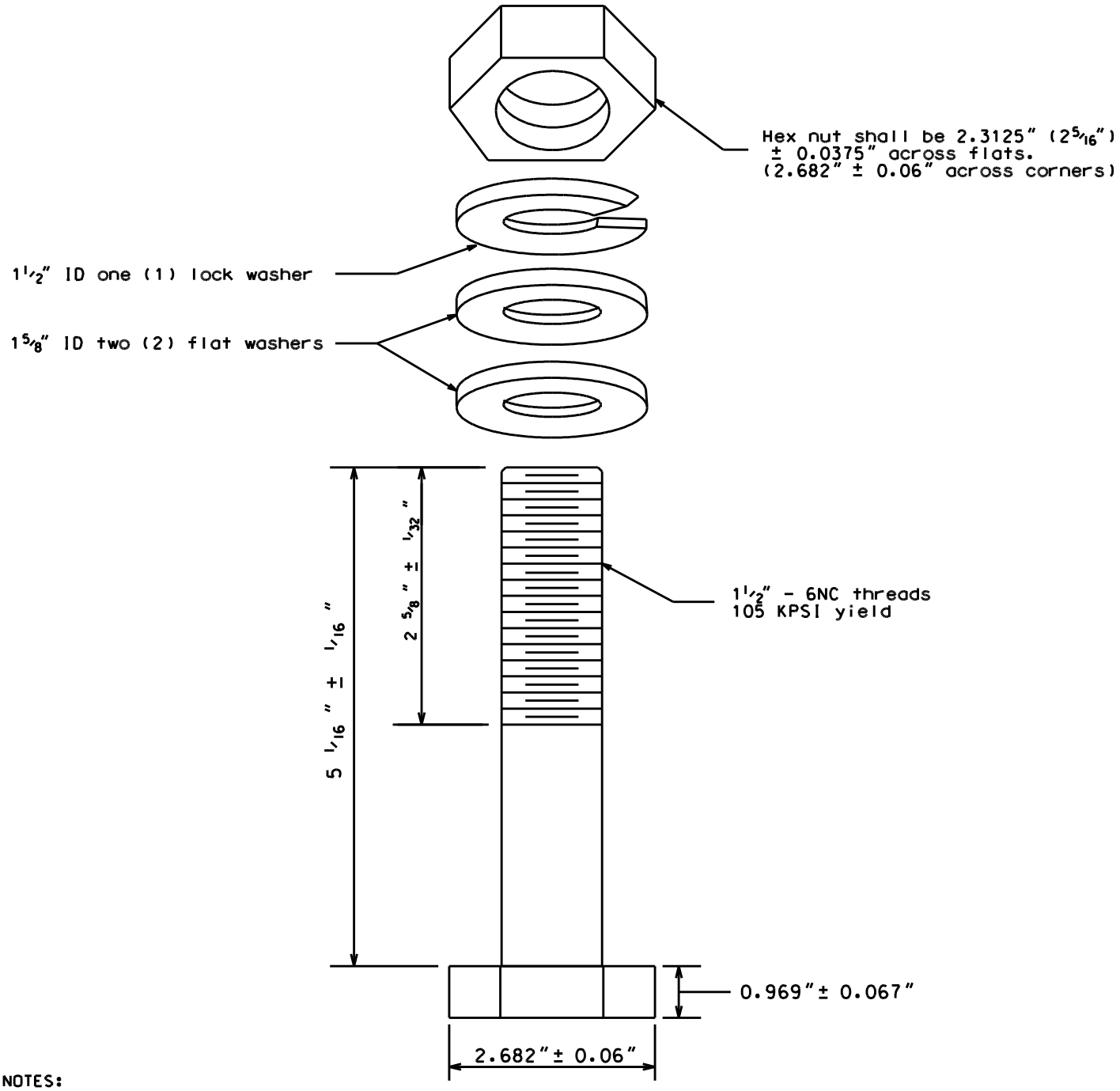
ITEM NO.	QTY	SERIAL NO.	SHAFT					BASE PLATE			INSERT	PRIMARY MAST ARM					CLAMP-ON MAST ARM						SIGNALS							
			MOUNTING HEIGHT	SHAFT HEIGHT	BASE AF	TOP AF	THICK	THICK (IN)	SQUARE (IN)	B.C. (IN)	THICK	ARM LENGTH	AF BASE	AF END	THICK	ANGLE APPROX.	ARM LENGTH	AF BASE	AF END	THICK	ANGLE APPROX.	CLAMP SIZE	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "AA"	DIM "BB"	DIM "CC"	DIM "DD"
LA-10/10	-	-	20'-0"	13'-8"	8.75"	8.75"	7 GA	1.25"	16.00"	14.50"	10 GA	10'-0"	8.25"	4.00"	7 GA	21.8°	10'-0"	5.25"	4.00"	7 GA	28°	8"	1'-4"	-	-	-	1'-4"	-	-	-
LA-15/15	-	-	20'-0"	13'-8"	8.50"	8.50"	7 GA	1.25"	16.00"	14.50"	10 GA	15'-0"	7.88"	4.00"	7 GA	15.0°	15'-0"	5.75"	4.00"	7 GA	19.5°	8"	1'-4"	11'-4"	-	-	1'-4"	11'-4"	-	-
LA-20/20	-	-	20'-0"	13'-8"	9.25"	9.25"	7 GA	1.25"	16.00"	14.50"	10 GA	20'-0"	8.63"	4.00"	7 GA	11.3°	20'-0"	7.25"	4.00"	7 GA	15°	9"	1'-4"	11'-4"	-	-	1'-4"	11'-4"	-	-
LA-25/25	-	-	21'-0"	13'-8"	11.50"	11.50"	3 GA	1.50"	17.00"	15.50"	7 GA	25'-0"	10.75"	4.00"	7 GA	13.5°	25'-0"	9.00"	4.00"	7 GA	16.3°	11"	1'-4"	11'-4"	21'-4"	-	1'-4"	11'-4"	21'-4"	-
LA-30/30	-	-	21'-0"	13'-8"	12.50"	12.50"	3 GA	1.50"	17.00"	16.50"	7 GA	30'-0"	11.75"	4.00"	7 GA	11.3°	30'-0"	9.00"	4.00"	7 GA	13.7°	12"	1'-4"	11'-4"	21'-4"	-	1'-4"	11'-4"	21'-4"	-
LA-35/35	-	-	21'-0"	13'-8"	12.50"	12.50"	5/16"	2.00"	17.00"	16.50"	3 GA	35'-0"	11.63"	4.00"	7 GA	9.70°	35'-0"	10.50"	4.00"	7 GA	11.8°	12"	1'-4"	11'-4"	21'-4"	31'-4"	1'-4"	11'-4"	21'-4"	31'-4"
LA-40/40	-	-	21'-0"	13'-8"	12.50"	12.50"	3/8"	2.00"	17.00"	16.50"	5/16"	40'-0"	11.50"	4.50"	3 GA	8.50°	40'-0"	10.50"	4.50"	3 GA	10.4°	11"	1'-4"	11'-4"	21'-4"	31'-4"	1'-4"	11'-4"	21'-4"	31'-4"
LA-45/45	-	-	21'-0"	13'-8"	12.75"	12.75"	3/8"	2.00"	17.00"	16.50"	5/16"	45'-0"	11.75"	4.00"	3 GA	7.60°	45'-0"	11.50"	4.00"	3 GA	9.3°	12"	1'-4"	11'-4"	21'-4"	31'-4"	1'-4"	11'-4"	21'-4"	31'-4"

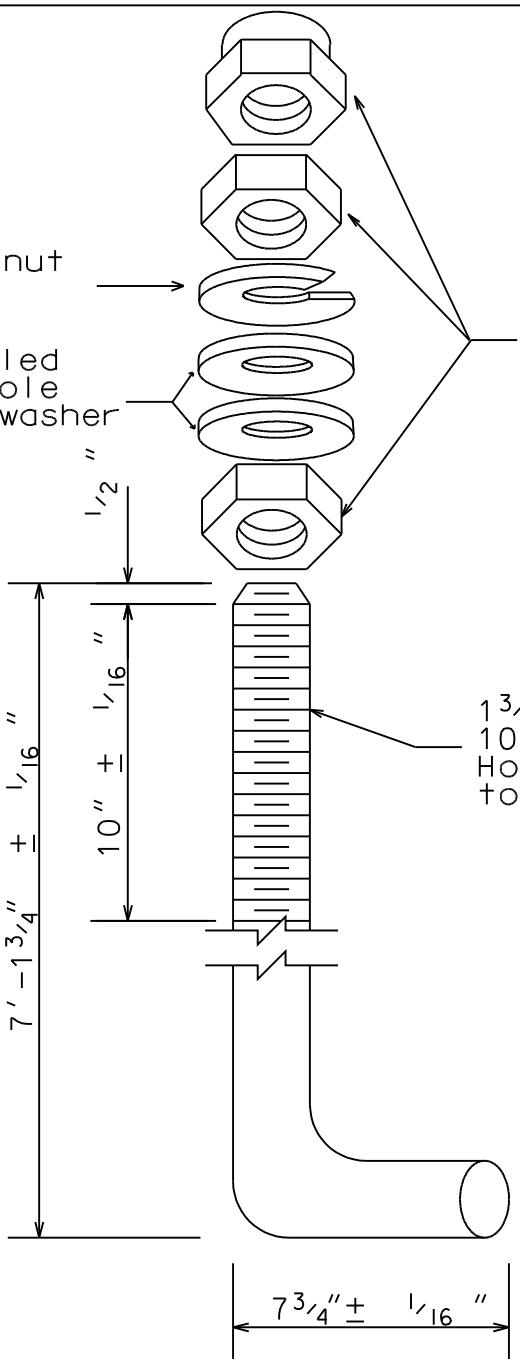
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TRAFFIC CONTROL STANDARD NO. 8
DUAL MAST ARM FIGURE 1A
REVISED 04/19/05



NOTES:

1. Material shall be Hot Dipped Galvanized. steel
2. Dimensions and material shall conform to 1981 ANSI/ASME "B18:2.1 HEAVY HEX BOLTS" and be of A193-B7 Grade steel.
3. SEE TCS #8 written specifications for more information.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TRAFFIC CONTROL STANDARD NO. 8
POLE SHAFT BASE ANCHOR BOLT DETAILS FIGURE 2
REVISED 04/19/05 DRAWN BY: MAA



NOTES:

1. Material shall be Hot Dipped Galvanized, steel
2. Dimensions and material shall conform to ANSI/ASME standards be of A193-B7 Grade steel.
3. SEE TCS #8 written specifications for more information.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TRAFFIC CONTROL STANDARD NO. 8
TRANSFORMER BASE ANCHOR BOLT DETAILS FIGURE 3
REVISED 04/19/05 DRAWN BY: MAA